

*Arc Ecology, et al. v. Maritime Administration, et al.*

E.D. Cal. 2:07-cv-02320-GEB-KJN

**Quarterly Status Report, Quarter ending March 31, 2015**

The following Quarterly Status Report is provided in accordance with Section VI, Paragraph 7(a).

1. Number and description of SBRF non-retention vessels in the process, or to be included in the process, of acquiring drydocking, towing and recycling (or other) disposal services for the following quarter, which may result in the removal of the vessels depending on the availability and scheduling of industrial and other resources:

<u>Vessel</u>	<u>Scheduled Removal Date</u>
<i>Comet</i>	<i>July/Aug</i>
<i>Meteor</i>	<i>July/Aug</i>
<i>Cape Blanco</i>	<i>July/Aug</i>

2. SBRF non-retention vessels removed during this quarter:

<u>Vessel</u>	<u>Scheduled Removal Date</u>
<i>No vessels were removed this quarter.</i>	

3. **Description of exfoliating and exfoliated paint removal:** Each vessel that has been remediated in this quarter; the status of removal of exfoliating and exfoliated paint and characterization, removal, storage, transportation and disposal of any hazardous waste associated with removal of such paint and debris.
  - a. **Status of exfoliated paint removal:** Exfoliated paint was removed from exterior horizontal surfaces of the ships listed in Table 1. The material removed included exfoliated paint, rust scale, corroded metal, bird waste, dust and miscellaneous debris. Methodology is/was pursuant to the SBRF SWPPP.

**Vessel, Date of Completion**  
*See Table 1*

- b. **Status of exfoliating paint removal:** No activity for this quarter.

*Note: As of March 27, 2012, all MARAD Non-Retention vessels listed in Amended Exhibit A to the Consent Decree have been remediated of exfoliated and exfoliating paint above the waterline in compliance with paragraph 6(b)(2) of the Consent Decree.*

- c. **Characterization** of any hazardous waste associated with removal of exfoliating and exfoliated paint: Exfoliated paint is managed as hazardous waste and subject to RCRA Subtitle C, California's HWCL, and implementing regulations. During this quarter, the Maritime Administration has performed no characterization that would support a determination that exfoliated paint is not hazardous waste. Prior to transportation and disposal, waste characterization for exfoliated paint removed was based on previous sampling data. This method was adopted to avoid duplication of cost/effort. Paint chips and debris had been analyzed during the initial sweeping phase and from the paint sampling and analysis accomplished in 2006 and 2010. All samples were characterized as hazardous waste and properly disposed.
- d. **Removal** of any hazardous waste associated with removal of exfoliating and exfoliated paint:
- i. Exfoliated paint: All such hazardous waste was initially collected by shoveling, HEPA vacuuming and/or sweeping, then consolidated into five gallon buckets, hand-carried and emptied into 55-gallon reconditioned steel drums staged on one end of each vessel being cleaned.
  - ii. Exfoliating paint: No activity for this quarter.
- e. **Storage** of any hazardous waste associated with removal of exfoliating and exfoliated paint:
- i. Exfoliated paint: Filled drums (as described in section 3.d.i) were transported and stored in the SBRF parking lot under cover, pending disposal, in accordance with established BMPs.
  - ii. Exfoliating paint: No activity for this quarter.
- f. **Transportation** of any hazardous waste associated with removal of exfoliating and exfoliated paint:
- i. Exfoliated paint: Filled 55-gallon drums containing such waste were transported from vessels by crane barge to the pier, then fork-lifted to the parking lot where they are stored under cover on pallets. Transportation to the disposal site was accomplished via contract, with pick-up being as needed.
  - ii. Exfoliating paint: No activity for this quarter.

g. **Disposal** of any hazardous waste associated with removal of exfoliating and exfoliated paint:

i. Exfoliated paint: Drums containing such waste were disposed by contractor, Industrial Waste Utilization, Inc., with the waste being hauled to US Ecology, Beatty, NV (TSDF).

ii. Exfoliating paint: No activity for this quarter.

4. **Vessel Condition Summary Report**. The Vessel Condition Summary Report for this quarter is included as an attachment to this report.

5. **Hazardous Waste Manifests**. Copies of all hazardous waste manifests for any material disposed of during this quarter from the SBRF are included as an attachment to this report.

**Table 1, Status of Exfoliated Paint Removal, March 31, 2015**

SHIP NAME	19th Maintenance Sweep Completed	# of drums	20th Maintenance Sweep Due	20th Maintenance Sweep Completed	# of drums	21th Maintenance Sweep Due	Comments
COMET	10/24/2014	0.25	1/22/2015	1/22/2015	0.25	4/22/2015	Remediated by SBRF
METEOR	10/29/2014	0.25	1/27/2015	1/26/2015	0.25	4/26/2015	Remediated by SBRF
CAPE BLANCO	1/9/2015	0.25	4/9/2015				Remediated by SBRF
CAPE BRETON	1/7/2015	0.25	4/7/2015				Remediated by SBRF
CAPE BORDA	1/5/2015	0.25	4/5/2015				Remediated by SBRF

## VESSEL CONDITION SUMMARY

4/8/2015

RANK	Overall Rating	SCORE	SHIP NAME	PROGRAM	STATUS	LOCATION	HULL COND	HULL LEAKS	HULL PATCH	TOTAL DFLT	TOPSIDE COND	PAINT COVERAGE	INT COND	DISC BLANK	HULL TCLP	YEAR BUILT	ENTERED FLEET	CONDITION REMARKS	
1	2.55	Yellow	NASSAU	Custody	Navy	BRF	2	0	1	477.49	5	3	2	4	3	I	NO	1979 4/28/2011	
2	3.24	Yellow	CAPE ALEXANDER	Non-Retention	Disposal	JRRF	5	0	0	484.1	2	4	4	2	4	X	Unk	1962 06/04/03	
3	3.24	Yellow	IRIS	Custody	USCG	SBRF	4	0	0	0	3	2	2	2	4	I	Zn	1943 08/11/97	
4	3.24	Yellow	PLANETREE	Custody	USCG	SBRF	4	0	0	0	3	2	2	2	4	I	Zn	1943 5/14/1999	
5	3.29	Yellow	CAPE MENDOCINO	Retention	Logistics Support	BRF	5	0	0	1196.37	5	3	3	3	4	X	TBD	1967 03/20/93	NO DH TO INTERNALS
6	3.33	Yellow	HARKNESS	Retention	Logistics Support	JRRF	5	0	0	93.6	3	3	3	2	4	I	NO	1967 03/20/93	
7	3.52		CHESEAPEAKE	Retention	Logistics Support	BRF	5	0	0	55.2	4	2	2	5	3	X	NO	1964 2/18/2009	
8	3.62		FB-62	Retention	Fleet Supp	SBRF	4	0	0	0	4	3	2	4	4	X	Pb	1944 5/23/1962	Vertical surfaces on the main and 01 decks were recoated as of 6/29/13.
9	3.62		CAPE FLORIDA	Retention	Logistics Support	BRF	5	0	0	55.23	4	3	2	5	3	I	TBD	1971 10/11/2005	
10	3.62		TRIUMPH	Retention	Logistics Support	SBRF	5	0	0	50.2	4	3	3	4	2	I	Zn	1984 2/9/1996	
11	3.71		EQUALITY STATE	Non-Retention	Shipping	BRF	5	0	0	662.28	5	4	3	4	4	I	NO	1962 12/13/2005	
12	3.86		CAPE JUBY	Retention	Logistics Support	JRRF	5	0	0	631.7	4	4	4	4	4	X	NO	1962 07/01/03	
13	4.00		CAPE JOHNSON	Non-Retention	Disposal	JRRF	5	0	0	507.6	4	4	4	4	4	X	NO	1972 9/29/2006	
14	4.00		CAPE LOBOS	Non-Retention	Disposal	BRF	5	0	0	412.68	5	3	3	5	4	X	NO	1972 9/29/2006	
15	4.00		CAPE FLATTERY	Retention	Military Useful	BRF	5	0	0	383.03	5	3	3	5	4	NO	TBD	1973 7/20/2008	
16	4.00		CAPE GIBSON	Non-Retention	Shipping	BRF	5	0	0	575.06	5	3	3	5	4	X	TBD	1968 4/4/2012	
17	4.14		DIAMOND STATE	Retention	Logistics Support	BRF	5	0	0	222.25	5	4	3	5	4	I	NO	1960 7/29/2006	
18	4.19		CAPE FEAR	Retention	Logistics Support	SBRF	5	0	0	195	5	4	4	5	2	X	Pb	1971 7/19/2006	
19	4.29		SAMUEL COBB	Retention	Interim Hold	BRF	5	0	0	262.45	5	4	4	5	3	X	TBD	1965 2/28/2011	CARGO TANKS UNDER DH.
20	4.29		CAPE JACOB	Retention	Logistics Support	SBRF	5	0	0	238	5	4	3	5	4	X	TBD	1961 4/29/2011	Started coating maintenance April 2014, topside conditions greatly improved
21	4.43		CAPE ALAVA	Non-Retention	Disposal	JRRF	5	0	0	37.4	4	4	4	5	4	X	NO	1962 07/24/03	
22	4.43		CAPE ARCHWAY	Non-Retention	Disposal	JRRF	5	0	0	157.0	4	4	4	5	4	X	NO	1963 07/10/03	
23	4.43		METEOR	Non-Retention	Disposal	SBRF	5	0	0	226.7	5	4	4	5	4	X	Pb,Zn	1967 7/25/2006	Topside coating remediation completed by SBRF crew on 2/2/12
24	4.43		PAUL BUCK	Retention	Interim Hold	BRF	5	0	0	50.61	5	4	4	5	3	X	TBD	1995 2/1/2011	CARGO TANKS UNDER DH.
25	4.43		CAPE NOME	Retention	Logistics Support	JRRF	5	0	0	224.1	5	4	4	5	4	X	NO	1969 03/13/03	
26	4.43		CAPE FAREWELL	Retention	Military Useful	BRF	5	0	0	181.81	5	4	4	5	4	NO	TBD	1973 8/18/2009	
27	4.43		RICHARD G. MATTHIEN	Retention	Military Useful	BRF	5	0	0	172.61	5	4	4	5	3	X	TBD	1965 5/10/2011	CARGO TANKS UNDER DH
28	4.43		CAPE VICTORY	RRF	RRF	BRF	5	0	0	703	5	5	5	5	5	NO	TBD	1964 7/10/2009	
29	4.43		CAPE ANN	Retention	Training Use	JRRF	5	0	0	48.9	4	4	4	5	4	X	Unk	1962 07/22/03	
30	4.43		CAPE AVINOF	Retention	Training Use	JRRF	5	0	0	57.3	4	4	4	5	4	X	NO	1963 10/17/03	
31	4.57		CAPE BLANCO	Non-Retention	Disposal	SBRF	5	0	0	26.6	5	4	4	5	4	X	Zn	1965 3/27/2003	Topside coating remediation completed by SBRF crew on 11/4/11
32	4.57		CAPE BORDA	Non-Retention	Disposal	SBRF	5	0	0	14.8	5	4	4	5	4	X	Zn	1967 7/21/2003	Topside coating remediation completed by SBRF crew on 6/24/11
33	4.57		CAPE BRETON	Non-Retention	Disposal	SBRF	5	0	0	3.3	5	4	4	5	4	X	Pb	1967 3/25/2003	Topside coating remediation & maintenance completed by SBRF crew on 6/27/11
34	4.57		COMET	Non-Retention	Disposal	SBRF	5	0	0	19	5	4	4	5	4	X	Zn	1958 7/28/2006	Topside coating remediation accomplished by SBRF crew
35	4.57		CAPE BOWER	Retention	Logistics Support	SBRF	5	0	0	14.3	5	4	4	5	4	X	Zn	1966 7/17/2003	
36	4.57		GREEN MOUNTAIN STATE	Retention	Logistics Support	SBRF	5	0	0	84.1	5	3	3	5	4	X	Cu	1965 8/2/2004	Started coating maintenance April 2014, topside conditions improving
37	4.57		CAPE VINCENT	RRF	RRF	BRF	5	0	0	78.8	5	5	5	5	5	NO	TBD	1964 8/29/2009	
38	4.57		FLINT	Non-Retention	Shipping	BRF	5	0	0	0	5	4	4	5	5	I	TBD	1970 12/12/2014	
39	4.71		CAPE GIRARDEAU	Retention	Logistics Support	SBRF	5	0	0	228	5	5	5	5	4	X	Zn	1968 7/24/2008	
40	4.86		STURGIS	Custody	Army	JRRF	5	0	0	0.0	5	5	5	5	5	X	Unk	1945 03/11/08	
41	4.86		OBSERVATION ISLAND	Non-Retention	Shipping	BRF	5	0	0	0.13	5	4	5	5	5	X	TBD	1953 3/29/2014	
42	4.86		SUMNER	Non-Retention	Shipping	BRF	5	0	0	12.15	5	4	5	5	5	X	TBD	1992 8/29/2014	
43	4.86		FREEDOM STAR	Retention	Training Use	JRRF	5	0	0	30.0	5	5	5	5	5	NO	Unk	1981 10/01/12	
44	5.00		ACE CUSTOM DECK BARGE	Custody	Army	BRF	5	0	0	0	5	5	5	5	5	NA	TBD	2010 1/23-3/4/2010	

This report is for MARAD internal use only. Please forward requests for condition information to MAR-612. See last page for key.

#### Key for Vessel Condition Report

BOLD RED: Indicates changes from previous report  
HIGHLIGHTED YELLOW: Indicates missing data  
TOTAL OIL= is the total of heavy oil + diesel fuel + lube oil

Non-Retention = MARAD vessels that no longer have a useful application and are pending disposition  
Retention = MARAD vessels that are being preserved for federal agency programs  
Custody = Vessels owned/sponsored by other government programs or agencies that are being maintained by MARAD in the NDRF on a reimbursable basis  
Hull Leaks and Patches = when a leak is patched it is only shown as a patch. A ship with one leak that was patched will show "0" leaks and "1" patch. These do not affect the Condition Scores.  
SORTING: Numerically descending based upon composite condition score.

#### Hull Condition Rating -

- 1 - Known holes exist in the underwater hull that may or may not be patched where the flooded parts of the vessel can be isolated and the potential for additional holes is deemed to be high.
- 2 - Known holes exist in the underwater hull that may or may not be patched where the flooded parts of the vessel can be isolated and the potential for additional holes is moderate.
- 3 - No known or suspected holes are in the underwater hull, the minimum hull scantlings are less than 25% of the classification society original hull thickness requirement, and the potential for the near-term development of holes is moderate.
- 4 - No known or suspected holes are in the underwater hull and the minimum hull scantlings are between 25% and 50% of the classification society original hull thickness requirement.
- 5 - No known or suspected holes are in the underwater hull and the minimum hull scantlings are between 50% and 100% of the classification society original hull thickness requirement.

#### Topside Condition Rating

- 1 - Many known or suspected holes exist in topside areas that leak major amounts of rainwater, which must be pumped frequently.
- 2 - Some known or suspected holes exist in topside areas that leak substantial amounts of rainwater, which must be pumped regularly.
- 3 - A small number of known holes in topside areas that leak rainwater, which must be pumped occasionally.
- 4 - No holes exist in topside areas and no pumping of water from the vessel is required beyond minor occasional bilge house keeping; however, some areas have severe deterioration as indicated by heavy rust and peeling paint.
- 5 - No holes exist in topside areas and no pumping of water from the vessel is required beyond minor occasional bilge house keeping and minor deterioration exists as indicated by slight rust and peeling paint.

#### Paint Condition

- 1 - At least 25% of paint has potential for exfoliation, or there is substantial accumulation of exfoliated paint on deck that has potential for being discharged into the water.
- 2 - Between 5% and 25% of paint has potential for exfoliation, or there is moderate accumulation of exfoliated paint on deck that has potential for being discharged into the water.
- 3 - Less than 5% of paint has potential for exfoliation.
- 4 - Paint is intact and within their service life condition.
- 5 - Paint is intact, in like-new condition.

#### Coating Coverage

- 1 - Major coating degradation exists where large areas of hull or topside steel and rust is visible.
- 2 - Moderate coating degradation exists where small areas of hull or topside steel or rust is visible.
- 3 - Minor coating degradation exists where rust is beginning to bleed through coatings as cracks and chips.
- 4 - Coatings are intact and within their service life condition.
- 5 - Coatings are intact, in like-new condition.

#### Interior Condition Rating

- 1 - Severe rainwater damage or there are spaces that are not safe to enter without personal protective equipment.
- 2 - Minor rainwater damage or there are spaces that are not normally configured because of equipment or vessel structures moved so normal passage ways are blocked or partially blocked.
- 3 - There is no rainwater damage but the potential for damage occurring is high or spaces have large amounts of debris that can't be cleaned by the fleet workforce.
- 4 - Interior spaces are sealed from the external atmosphere but humidity is not actively being lowered with a dehumidification system and spaces are free of debris.
- 5 - Interior spaces are sealed from the external atmosphere and humidity is actively being lowered with a dehumidification system and spaces are free of debris.

#### Discharge Risk Condition Rating

- 1 - High risk for or evident discharge; major remediation required.
- 2 - High risk for or evident discharge; minor remediation required.
- 3 - Low risk for discharge; major remediation required.
- 4 - Low risk for discharge; minor remediation required.
- 5 - Low risk for discharge; no remediation required.

**CALCULATING THE CONDITION SCORE:** The Condition Score is the average of the following seven component scores with each component being weighted appropriately. In essence it is found:

$$Vessel\ Condition = \frac{(Hull + Oil + Topside + Paint + Coverage + Interior + Discharge\ Risk)}{7}$$

The Condition Score is on a scale of 0 to 5, where a score of 5 is best and 0 is worst.

**HULL CONDITION SCORE:** Hull condition ranges from 1 to 5, where hull the worst vessels are weighted heavier on the scale and is adjusted according to the presence and location of hull blanks. If there are no hull blanks, the hull condition is reduced by one point. If there are internal hull blanks the hull score is reduced by 0.5 points. If there are external hull blanks or no need for hull blanks (N/A) then the hull condition is not affected. After the hull score is adjusted for blanks, it is weighted on the lower end of the scale. Hull scores between 2 and 5 are not affected. A score greater than 1.0 but less than 2.0 is weighted by a factor of 1.5. A score less than 1.0 is weighted by a factor of 2.

**TOTAL OIL SCORE:** The Oil Ranking Factor shows how much oil is onboard a vessel, in LT. For the purpose of calculating the Condition Score, this value is reduced to a scale of 0 to 5. For all oil values at or above 1000LT, the value is 0; otherwise, in the range of 800 to 1000LT is 1, 600 to 800LT is 2 points, 400 to 600LT is 3 points, 200 to 400LT is 4 points and less than 200LT of oil is worth 5 points. Furthermore, the Oil Score is tied to the weighted Hull Condition Score. If a Hull Score is less than 2.0, the Oil Score is weighted by a factor of 1.5. A Hull Score of less than 1.0 affects the Oil Score by a factor of 2.

**TOPSIDE CONDITION SCORE:** Topside condition ranges from 1 to 5, where hull the worst vessels are weighted heavier on the scale. A rating of 5 is worth 5 points, 4 worth 4 points 3 worth 3, 2 worth 1.333 (2 weighted by a factor of 1.5) and 1 is worth 0.5 points (1 weighted by a factor of 2).

**PAINT CONDITION SCORE:** Paint condition ranges from 1 to 5, where hull the worst vessels are weighted heavier on the scale. A rating of 5 is worth 5 points, 4 worth 4 points 3 worth 3, 2 worth 1.333 (2 weighted by a factor of 1.5) and 1 is worth 0.5 points (1 weighted by a factor of 2).

**COATING COVERAGE SCORE:** Coating coverage ranges from 1 to 5, where hull the worst vessels are weighted heavier on the scale. A rating of 5 is worth 5 points, 4 worth 4 points 3 worth 3, 2 worth 1.333 (2 weighted by a factor of 1.5) and 1 is worth 0.5 points (1 weighted by a factor of 2).

**INTERIOR CONDITION SCORE:** Interior condition ranges from 1 to 5, where hull the worst vessels are weighted heavier on the scale. A rating of 5 is worth 5 points, 4 worth 4 points 3 worth 3, 2 worth 1.333 (2 weighted by a factor of 1.5) and 1 is worth 0.5 points (1 weighted by a factor of 2).

**DISCHARGE RISK CONDITION SCORE:** Discharge Risk condition ranges from 1 to 5, where hull the worst vessels are weighted heavier on the scale. A rating of 5 is worth 5 points, 4 worth 4 points, 3 worth 3, 2 worth 1.333 (2 weighted by a factor of 1.5) and 1 is worth 0.5 points (1 weighted by a factor of 2).

**DETERMINING THE OVERALL RATING:** The Overall Rating groups the vessels for easier condition identification. Any vessel with a Condition Score less than 2.5 is a **RED** vessel. Any vessel with a score between 2.51 and 3.499 is a **YELLOW** vessel. Any vessel with a score greater than or equal to 3.5 is a **GREEN** vessel.

#### ADDITIONAL COLUMNS:

**TCLP -** Indicates any exceedences of the Toxicity Characteristic Leaching Procedure tests. The presence of any heavy metals in notable quantities is shown in this column.

**HULL BLANKS -** Indicates the presence and configuration of hull blanks. X - External Blanks, I - Internal Blanks, NO - None Present, N/A - Not Applicable. The presence of internal blanks reduces the Hull Condition by 0.5 points. The lack of hull blanks reduces the Hull Condition by 1 point. External hull blanks (or N/A where appropriate) do not affect the Hull Condition.

RSH

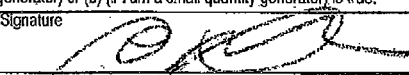
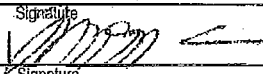
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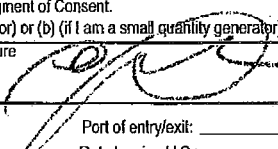
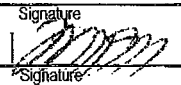
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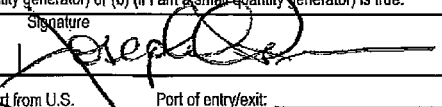
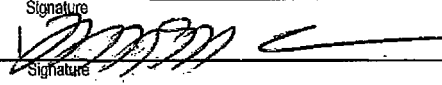
Form Approved. OMB No. 2050-0039

<b>UNIFORM HAZARDOUS WASTE MANIFEST</b>		1. Generator ID Number CA5690090571	2. Page 1 of 1	3. Emergency Response Phone 1-800-468-1760	4. Manifest Tracking Number <b>004631690 SKS</b>			
5. Generator's Name and Mailing Address Suisun Bay Reserve Fleet 2595 Lake Herman Rd Benicia CA 94510-1044 Generator's Phone: 707-745-5604				Generator's Site Address (if different than mailing address) <div style="border: 1px solid black; padding: 5px; text-align: center;">RECEIVED FEB 23 2015</div>				
6. Transporter 1 Company Name SAFETY-KLEEN SYSTEMS, INC.				U.S. EPA ID Number TXB000081205				
7. Transporter 2 Company Name				U.S. EPA ID Number				
8. Designated Facility Name and Site Address SAFETY-KLEEN SYSTEMS, INC. 6000 88TH STREET SACRAMENTO CA 95828 Facility's Phone: 916-386-4913				U.S. EPA ID Number CA0000084517				
GENERATOR	9a. HM	9b. U.S. DOT Description (including Proper Shipping Name, Hazard Class, ID Number, and Packing Group (if any))		10. Containers		11. Total Quantity	12. Unit WL/Vol.	13. Waste Codes
		1. NON-RCRA HAZARDOUS WASTE, LIQUID (AQUEOUS PARTS WASHER SOLUTION)		No.	Type			
				1	DM	20	G	134
		2.						
		3.						
	4.							
14. Special Handling Instructions and Additional Information TSD: SCA 65924813 5033390 20156 OSC 41 24 HR EMERGENCY 81-800-468-1760 (SAFETY-KLEEN) SK AUTHORIZED TO RETAIN LICENSED SUBSEQUENT CARRIERS AS NECESSARY								
15. GENERATOR'S/OFFEROR'S CERTIFICATION: I hereby declare that the contents of this consignment are fully and accurately described above by the proper shipping name, and are classified, packaged, marked and labeled/placarded, and are in all respects in proper condition for transport according to applicable international and national governmental regulations. If export shipment and I am the Primary Exporter, I certify that the contents of this consignment conform to the terms of the attached EPA Acknowledgment of Consent. I certify that the waste minimization statement identified in 40 CFR 262.27(a) (if I am a large quantity generator) or (b) (if I am a small quantity generator) is true.								
Generator's/Officer's Printed/Typed Name ERICK LAWLER				Signature 		Month Day Year 2 3 15		
TRANSPORTER INTL	16. International Shipments <input type="checkbox"/> Import to U.S. <input type="checkbox"/> Export from U.S. Port of entry/exit: Date leaving U.S.:							
	17. Transporter Acknowledgment of Receipt of Materials							
	Transporter 1 Printed/Typed Name Brenda DeBunne		Signature 		Month Day Year 2 3 15			
DESIGNATED FACILITY	Transporter 2 Printed/Typed Name		Signature		Month Day Year			
	18. Discrepancy							
	18a. Discrepancy Indication Space <input type="checkbox"/> Quantity <input type="checkbox"/> Type <input type="checkbox"/> Residue <input type="checkbox"/> Partial Rejection <input type="checkbox"/> Full Rejection							
	Manifest Reference Number:							
	18b. Alternate Facility (or Generator) U.S. EPA ID Number							
Facility's Phone:								
18c. Signature of Alternate Facility (or Generator)						Month Day Year		
19. Hazardous Waste Report Management Method Codes (i.e., codes for hazardous waste treatment, disposal, and recycling systems)								
1. H141		2.		3.		4.		
20. Designated Facility Owner or Operator: Certification of receipt of hazardous materials covered by the manifest except as noted in Item 18a								
Printed/Typed Name Aaron Spurling				Signature 		Month Day Year 2 6 15		

GENERATOR	<b>UNIFORM HAZARDOUS WASTE MANIFEST</b>		1. Generator ID Number <b>CA5690090571</b>		2. Page 1 of <b>1</b>		3. Emergency Response Phone <b>909-984-9984</b>		4. Manifest Tracking Number <b>008156169 FILE</b>					
	5. Generator's Name and Mailing Address <b>US DOT MARITIME SUTSUN BAY RESERVE 2595 LAKE HERMAN ROAD BENECIA, CA 94510</b>								Generator's Site Address (if different than mailing address)					
	6. Transporter 1 Company Name <b>INDUSTRIAL WASTE UTILIZATION, INC</b>								U.S. EPA ID Number <b>CA090585293</b>					
	7. Transporter 2 Company Name								U.S. EPA ID Number					
	8. Designated Facility Name and Site Address <b>AA SYDCOL, LLC 1925 S. FACTOR AVE. YUMA, AZ 85365</b>								U.S. EPA ID Number <b>AZ000501510</b>					
TRANSPORTER	9a. HM		9b. U.S. DOT Description (including Proper Shipping Name, Hazard Class, ID Number, and Packing Group (if any))				10. Containers		11. Total Quantity		12. Unit Wt./Vol.		13. Waste Codes	
							No. Type							
			1. Non RCRA Hazardous waste solid (oily rags/absorbents)				16 DM		1850		P		223	
			2.											
			3.											
DESIGNATED FACILITY			4.											
	14. Special Handling Instructions and Additional Information <b>1) oily rags/absorbents-approval # S18153-S11</b>													
	15. GENERATOR'S/OFFEROR'S CERTIFICATION: I hereby declare that the contents of this consignment are fully and accurately described above by the proper shipping name, and are classified, packaged, marked and labeled/placarded, and are in all respects in proper condition for transport according to applicable international and national governmental regulations. If export shipment and I am the Primary Exporter, I certify that the contents of this consignment conform to the terms of the attached EPA Acknowledgment of Consent. I certify that the waste minimization statement identified in 40 CFR 262.27(a) (if I am a large quantity generator) or (b) (if I am a small quantity generator) is true.													
	Generator's/Offor's Printed/Typed Name <b>FRICK LAWLOR</b>													
	Signature 													
Month Day Year <b>1 13 15</b>														
16. International Shipments <input type="checkbox"/> Import to U.S. <input type="checkbox"/> Export from U.S. Port of entry/exit: Date leaving U.S.:														
17. Transporter Acknowledgment of Receipt of Materials														
Transporter 1 Printed/Typed Name <b>McMANAMA, LARRY L.</b>														
Signature 														
Month Day Year <b>1 13 15</b>														
Transporter 2 Printed/Typed Name														
Signature														
Month Day Year														
18. Discrepancy														
18a. Discrepancy Indication Space <input type="checkbox"/> Quantity <input type="checkbox"/> Type <input type="checkbox"/> Residue <input type="checkbox"/> Partial Rejection <input type="checkbox"/> Full Rejection														
Manifest Reference Number:														
18b. Alternate Facility (or Generator) U.S. EPA ID Number														
Facility's Phone:														
18c. Signature of Alternate Facility (or Generator) Month Day Year														
19. Hazardous Waste Report Management Method Codes (i.e., codes for hazardous waste treatment, disposal, and recycling systems)														
1. 2. 3. 4.														
20. Designated Facility Owner or Operator: Certification of receipt of hazardous materials covered by the manifest except as noted in Item 18a														
Printed/Typed Name Signature Month Day Year														



<b>UNIFORM HAZARDOUS WASTE MANIFEST</b>		1. Generator ID Number <b>CA5690090571</b>		2. Page 1 of <b>1</b>		3. Emergency Response Phone <b>909-994-3984</b>		4. Manifest Tracking Number <b>008156170 FLE</b>				
		5. Generator's Name and Mailing Address <b>US DOT MARITIME SUIFON BAY RESERVE 2595 LAKE HERMAN ROAD BENECIA, CA 94510</b> Generator's Phone: <b>707 743-5604</b>								Generator's Site Address (if different than mailing address)		
6. Transporter 1 Company Name <b>INDUSTRIAL WASTE UTILIZATION, INC.</b>								U.S. EPA ID Number <b>CAD980585293</b>				
7. Transporter 2 Company Name								U.S. EPA ID Number				
8. Designated Facility Name and Site Address <b>US ECOLOGY HWY 95, 11 MILES SOUTH OF BEATTY BEATTY, NV 89003</b> Facility's Phone: <b>800-239-3943</b>								U.S. EPA ID Number <b>NVT330010000</b>				
<b>GENERATOR</b>	9a. HM	9b. U.S. DOT Description (including Proper Shipping Name, Hazard Class, ID Number, and Packing Group (if any))				10. Containers		11. Total Quantity	12. Unit Wt./Vol.	13. Waste Codes		
						No.	Type					
	<b>X</b>	<b>1. RQ, NA3077, Hazardous waste, solid, n.o.s. (lead based paint chips/perlite/cocconut fiber), 9, PGIII</b>				<b>1</b>	<b>DM</b>	<b>222</b>	<b>P</b>	<b>D008</b>	<b>1E1</b>	
		<b>2.</b>										
		<b>3.</b>										
	<b>4.</b>											
14. Special Handling Instructions and Additional Information <b>1) lead based paint chips/debris-approval # 070128303-1091</b>												
15. GENERATOR'S/OFFEROR'S CERTIFICATION: I hereby declare that the contents of this consignment are fully and accurately described above by the proper shipping name, and are classified, packaged, marked and labeled/placarded, and are in all respects in proper condition for transport according to applicable international and national governmental regulations. If export shipment and I am the Primary Exporter, I certify that the contents of this consignment conform to the terms of the attached EPA Acknowledgment of Consent. I certify that the waste minimization statement identified in 40 CFR 262.27(a) (if I am a large quantity generator) or (b) (if I am a small quantity generator) is true.												
Generator's/Offeror's Printed/Typed Name <b>ERICK LAWLOR</b>						Signature 		Month Day Year <b>1 13 15</b>				
16. International Shipments <input type="checkbox"/> Import to U.S. <input type="checkbox"/> Export from U.S. Port of entry/exit: _____ Date leaving U.S.: _____												
<b>TRANSPORTER</b>	17. Transporter Acknowledgment of Receipt of Materials											
	Transporter 1 Printed/Typed Name <b>MC MANAMA, LARRY</b>						Signature 		Month Day Year <b>1 13 15</b>			
	Transporter 2 Printed/Typed Name						Signature		Month Day Year			
<b>DESIGNATED FACILITY</b>	18. Discrepancy											
	18a. Discrepancy Indication Space <input type="checkbox"/> Quantity <input type="checkbox"/> Type <input type="checkbox"/> Residue <input type="checkbox"/> Partial Rejection <input type="checkbox"/> Full Rejection											
	Manifest Reference Number:											
	18b. Alternate Facility (or Generator) U.S. EPA ID Number											
	Facility's Phone:											
18c. Signature of Alternate Facility (or Generator) Month Day Year												
19. Hazardous Waste Report Management Method Codes (i.e., codes for hazardous waste treatment, disposal, and recycling systems)												
1.		2.		3.		4.						
20. Designated Facility Owner or Operator: Certification of receipt of hazardous materials covered by the manifest except as noted in Item 18a												
Printed/Typed Name						Signature		Month Day Year				

<b>UNIFORM HAZARDOUS WASTE MANIFEST</b>		1. Generator ID Number <b>CA5690090571</b>		2. Page 1 of <b>1</b>		3. Emergency Response Phone <b>909-984-9984</b>		4. Manifest Tracking Number <b>008338708 FILE</b>		
		5. Generator's Name and Mailing Address <b>US DOT MARITIME SUISUN BAY RESERVE 2595 LAKE HERMAN ROAD BENECIA, CA 94510</b> Generator's Phone: <b>707 745-5604</b>								
6. Transporter 1 Company Name <b>INDUSTRIAL WASTE UTILIZATION, INC.</b>								U.S. EPA ID Number <b>CAD980595293</b>		
7. Transporter 2 Company Name								U.S. EPA ID Number		
8. Designated Facility Name and Site Address <b>AA SYDCOL, LLC 1925 S. FACTOR AVE. YUMA, AZ 85365</b> Facility's Phone: <b>928-783-3676</b>								U.S. EPA ID Number <b>AZR000501510</b>		
<b>GENERATOR</b>	9a. HM	9b. U.S. DOT Description (including Proper Shipping Name, Hazard Class, ID Number, and Packing Group (if any))				10. Containers No. Type		11. Total Quantity	12. Unit Wt./Vol.	13. Waste Codes
		1. Non RCRA Hazardous waste solid (oily rags/absorbents)				7 DM 1168			P	223
		2.								
		3.								
		4.								
14. Special Handling Instructions and Additional Information <b>1) oily rags/absorbents-approval # S18153-SL1</b>										
15. GENERATOR'S/OFFEROR'S CERTIFICATION: I hereby declare that the contents of this consignment are fully and accurately described above by the proper shipping name, and are classified, packaged, marked and labeled/placarded, and are in all respects in proper condition for transport according to applicable international and national governmental regulations. If export shipment and I am the Primary Exporter, I certify that the contents of this consignment conform to the terms of the attached EPA Acknowledgment of Consent. I certify that the waste minimization statement identified in 40 CFR 262.27(a) (if I am a large quantity generator) or (b) (if I am a small quantity generator) is true.										
Generator's/Officer's Printed/Typed Name <b>Joseph A. Pecoraro</b>										
Signature 										
Month Day Year <b>3 11 15</b>										
<b>TRANSPORTER</b>	16. International Shipments <input type="checkbox"/> Import to U.S. <input type="checkbox"/> Export from U.S. Port of entry/exit: _____ Date leaving U.S.: _____									
	Transporter signature (for exports only): _____									
<b>DESIGNATED FACILITY</b>	17. Transporter Acknowledgment of Receipt of Materials									
	Transporter 1 Printed/Typed Name <b>McMANAMA, LARRY L.</b>									
Signature 										
Month Day Year <b>3 11 15</b>										
Transporter 2 Printed/Typed Name										
Signature										
Month Day Year										
18. Discrepancy										
18a. Discrepancy Indication Space <input type="checkbox"/> Quantity <input type="checkbox"/> Type <input type="checkbox"/> Residue <input type="checkbox"/> Partial Rejection <input type="checkbox"/> Full Rejection										
Manifest Reference Number: _____										
18b. Alternate Facility (or Generator) U.S. EPA ID Number										
Facility's Phone: _____										
18c. Signature of Alternate Facility (or Generator) Month Day Year										
19. Hazardous Waste Report Management Method Codes (i.e., codes for hazardous waste treatment, disposal, and recycling systems)										
1. 2. 3. 4.										
20. Designated Facility Owner or Operator: Certification of receipt of hazardous materials covered by the manifest except as noted in Item 18a										
Printed/Typed Name Signature Month Day Year										

# SERVICE ORDER

## FOR SERVICE CALL:

DIXON OFFICE  
1-800-7-ASBURY

FRESNO  
559-498-0240

CHICO OFFICE  
800-733-9043



FORM NO. AES004-B (REV 10/07)

SERVICE ORDER NO.

11040080

ASBURY ENVIRONMENTAL SERVICES  
1300 SOUTH SANTA FE, COMPTON, CA 90221  
1-310-886-3400  
TRANSPORTER EPA # CAD028277036

INDUSTRIAL WASTE UTILIZATION  
5601 STATE STREET

MONTCLAIR, CA 91763  
(609) 984-9984

SHIPPED TO

SUISUN BAY RESERVE US DOT MARITIME  
LAKE HERMAN RD FOOT SUISUN BAY  
MONTHLY W/O  
BENICIA CA 94510  
(707) 745-6004

CUSTOMER #	PURCHASE ORDER #	ROUTE #	TRUCK #	CONTACT NAME	ORDER TAKEN BY	HALIDES
SLI031		107	1057	ERICK LAWLER	hross	
DATE REQUIRED	DATE ENTERED	NEXT SERVICE DATE	CUSTOMER EPA #	MANIFEST #		
3/10/2015	3/9/2015		CAS050000571	012422932 JV		

PART #	DESCRIPTION	QTY	UNIT PRICE	QTY P/U	TOTAL
W/O	USED OIL / MIXED OILS	38			
WOSC	USED OIL SERVICE CHARGE	1			
ESTHER ECT 784 "MUST CALL TO CONFIRM THEIR ON SITE" PLEASE CONTACT ERICK WITH PICK UP DATE ERICK LAWLER 415-740-4226 BATCH#					50
CROSS Streets					TOTAL

CASH REC'D: CHECK # PLEASE PAY FROM THIS SERVICE ORDER

## WASTE DISPOSAL INFORMATION

- ☒ NON-RCRA HAZARDOUS WASTE, LIQUID (USED OIL/MIXED OILS) \*NO PLACARDS REQUIRED\* STATE CODE 221
- ☐ NON-RCRA HAZARDOUS WASTE, LIQUID (ETHYLENE GLYCOL SOLUTIONS) \*NO PLACARDS REQUIRED\* STATE CODE
- ☐ OTHER:
- ☒ DESIGNATED TSDF: DIXON, 1300 SOUTH SANTA FE, COMPTON, CA 90221 (310) 886-3400 (310) 886-3400
- ☐ ALTERNATE TSDF:
- ☐ SA RECYCLING: 33210 Western Avenue, Union City, CA 94587 (415) 510-4877 (415) 510-4877 33205 E. HAYWARD, STE E, HAYWARD, CA 94541 (925) 925-4784

DRUMS P/U: EMPTY DRUMS: FACILITY: BSC

## GENERATOR WASTE CERTIFICATION PLEASE CHECK THE APPROPRIATE BOX

This is to certify that the waste described above is properly classified, described, packaged, marked and labeled, and is in proper condition for transportation, according to applicable State and federal regulations. By signing below I also hereby certify that:

(Waste oil generator/customer MUST check ONE of the following three boxes)

- ☒ #1) I have not mixed any of the waste described above with any other hazardous waste, the total halide content is LESS than 1,000 ppm, and the waste does not contain any PCBs. I have complied with the requirements of the applicable California used oil management regulations to determine this is true. I agree to accept the additional charges for the disposal of this waste if the information I have provided about this waste is incorrect
- ☐ #2) I have not mixed any of the waste described above with any other hazardous waste, the total halide content is GREATER than 1,000 ppm, and the waste does not contain any PCBs. I have provided proper documentation to Asbury Environmental Services to rebut the presumption that this waste was mixed with other hazardous waste. I agree to accept the additional charges for the disposal of this waste if the information I have provided about this waste is incorrect
- ☐ #3) This waste is from a tank which collects waste oil from household "do-it-yourself" (DIY) and/or conditionally exempt small quantity generator (CESQG) sources. To the best of my knowledge, the only waste oil contained in my DIY/ CESQG collection tank is solely from DIY, and/or CESQG sources. I have not mixed this waste oil with any other hazardous waste or waste oil from other sources. I agree to accept the additional charges for disposal of this waste if the information I have provided about this waste is incorrect

(All generators/customers MUST read the following text and check the associated box.)

- ☐ #4) If I am a large quantity generator, I certify that I have a program in place to reduce the volume and toxicity of waste generated to the degree I have determined to be economically practicable and that I have selected the practicable method of treatment, storage, or disposal currently available to me which minimizes the present and future threat to human life and the environment; Or, if I am a small quantity generator, I have made a good faith effort to minimize my waste generation and select the best waste management method that is available to me that I can afford.

Customer Signature

Date

Driver Signature

Date

Print Name

Print Drivers Name